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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted]

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INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 7 May 1951

SUBJECT Reconstruction of the Seddin
Marshaling Yard

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1. It was learned on 17 February 1951 that work on reconstruction of the Seddin (N 53/E 52) marshaling yard was to be expedited so that it would regain its former capacity.
2. Work on the improvement of the Seddin marshaling yard was started in early March 1951. The project is scheduled to be completed by late 1952. Three building firms, including the Brunnerst Firm, have been contracted for this work.
3. Construction work on tracks 1175 and 153 was nearing completion in mid-February 1951. Reconstruction work planned for 1951 included the arrival track from Pelzig (N 53/E 30) and Treuenbrietsen on the Wildpark-Jueterbog railroad line; tracks No 147 and 148; the bump and track group 42 through 47, in addition to interlocking plants 56, 50 and 51 (sic).
4. Seddin is scheduled to become the collecting point for all D.M.T.M. (German Soviet Transport Agency) shipments in the Soviet Zone of Germany. It is intended to collect all freight cars bound for the U.S.S.R. in Seddin and to assemble them into entire trains loaded with D.M.T.M. goods. *

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- * [redacted] Comment. The Seddin marshaling yard on the Berlin-Pelzig railroad line is of great importance to the area southwest of Berlin. It formerly had a capacity of 2,000 freight cars daily. Because of damage suffered during the war and dismantling, its present daily capacity is estimated at 900 to 1,000 cars.

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